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PLANNING & BUILDING DEPARTMENT
INFORMATION
CENTRE
CITY OF CALGARY

ERLTON

AREA REDEVELOPMENT PLAN

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

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ERLTON AREA REDEVELOPMENT PLAN

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PREFACE

Area Redevelopment Plans are planning documents which set out land use policies and other planning proposals for communities within the City. As such, they are intended to supplement the Land Use By-law by providing a policy context within which the discretion of the Approving Authority should be exercised in a particular community. Districts under the Land Use By-law apply uniformly throughout the City and this Plan provides guidelines related to both existing land use districts as well as to proposed redesignations for individual sites in Erlton.

The expected life of the Erlton Area Redevelopment Plan is ten to fifteen years. This will vary, of course, in relation to general growth trends within the City and in relation to specific trends in Erlton. It is important, therefore, that an evaluation of the Area Redevelopment Plan be undertaken to judge the effectiveness of the Plan in meeting its objectives. This evaluation should occur within five years of the Plan's approval. In addition, a review should occur when the results of the Elbow River Floodplain Management Study by the Provincial Government are known.

EXECUTIVE SUMMARY

Subsequent to the approval of the L.R.T. South Corridor Land Use Study in 1980, City Council directed that an Area Redevelopment Plan be prepared for the Erlton district as part of the implementation program for the study.

Using the Council-approved policies in the Inner City Plan and the L.R.T. South Corridor Land Use Study as a planning context, the Erlton Area Redevelopment Plan reaffirms the policy of conservation and revitalization for south Erlton (the area south of 25th Avenue S.E.), and establishes a context for compatible redevelopment in north Erlton (the area north of 25th Avenue S.E.) in support of the public transportation system. However, due to the fact that a portion of the Erlton district is defined within the "Flood-prone Area" by the Calgary Floodplain Study (1983), it is recommended that the area north of 27th Avenue S.E. be considered as being under policy review until such time as the Elbow River Floodplain Management Study by the Provincial Government is completed. In the interim, development proposals north of 27th Avenue S.E. can be reviewed by Council on an individual basis, but must comply with the Interim Guidelines for Flood-prone Areas as outlined in this Plan as well as with the general land use and density policies contained herein.

The recommended policies in the Erlton Area Redevelopment Plan can be summarized as follows:

Land Use and Development

- The conservation policy for south Erlton is reaffirmed and redesignation of the conservation area from R-2 to RM-2 is provided for.
- Residential development adjacent to Macleod Trail must comply with the Council-approved Surface Transportation Noise Policy Guidelines.
- Expansion of non-residential uses in south Erlton is discouraged.
- Future development in north Erlton must provide a coordinated and continuous pedestrian access to the riverbank, Lindsay Park and the Erlton L.R.T. station.
- Future development in the Erlton district must address the site-specific land use recommendations as set out in the tables following Section 2.1.2.8.

Parks and Open Space

- The setback requirements along the Elbow River shall be in accordance with the setback policies established in the Calgary River Valleys Plan and the Calgary General Municipal Plan as approved by City Council.

- In the situation where the Calgary Board of Education identifies the Erlton School site as surplus to their needs, consideration should be given by the City for the acquisition of the property for community facilities and local open space purposes.

- The City-owned land parcel to the west of 1st Street S.E. by the cemetery area shall be allocated for the development of a small park to serve area residents.

- The City-owned land parcel in the southwest corner of 25th Avenue and 1st Street S.E. shall be developed as a small park related to the riverbank system.

Transportation

- The roadway systems within the Study Area shall retain their existing designations under By-law 3M82, the City of Calgary Transportation System By-law.

- 27th and 28th Avenues S.E. and the related lanes at Macleod Trail should be closed to minimize through traffic infiltration in the residential community.

- Regular vehicular access through north Erlton to Lindsay Park shall not be allowed.

Flood-Prone Areas

- The flood-prone areas as defined by the Calgary Floodplain Study, shall be considered under policy review until the results of the Elbow River Floodplain Management Study by the Provincial Government are known.

- All properties within the flood-prone area north of 27th Avenue S.E. shall retain their current land use designations (i.e. City-initiated redesignations in this area are not being initiated). However, pending completion of the Elbow River Floodplain Management Study, Development Permits and Land Use Amendment Applications will be evaluated on their own merits subject to compliance with the guidelines set out under Section 2.4.2.2.

1. INTRODUCTION

1.1 OVERVIEW OF STUDY AREA

The Erlton district is located within the boundaries of the Inner City, approximately one mile south of the Downtown, along the Macleod Trail Corridor. The Study Area is bounded by Spiller Road on the east, Mission Road and 34th Avenue S.E. on the south and the Elbow River on the west and north (Figure 1).

The neighbourhood is divided into two components. North Erlton (the area north of 25th Avenue S.E.) lies within close proximity to the Erlton L.R.T. Station and exhibits a strong potential for redevelopment to L.R.T.-related uses. South Erlton (the area south of 25th Avenue S.E.) has an established, low-rise, residential character which should be maintained and revitalized.

It should be noted that the area north of 27th Avenue S.E. falls within the Elbow River Floodplain Management Study, and as such, shall be considered to be under policy review pending the completion of the study. Special interim guidelines for development applications in the flood-prone areas are outlined in this Area Redevelopment Plan and in the accompanying Support Information Report.

1.2 KEY ISSUES AFFECTING THE ERLTON COMMUNITY

1.2.1 Transportation Constraints

Development potential in north Erlton is contingent on the carrying capacities of the adjacent main thoroughfares, eg. Macleod Trail. The Plan ensures that future development in the Study Area will be compatible with the currently available transportation capacities and the access characteristics affecting the area. The Plan also endeavours to minimize the impact of non-local traffic on residential streets in the community.

1.2.2 25 th Avenue

A key principle of this Plan is that 25th Avenue, west of Macleod Trail, should remain essentially "as is" so as to control the extent of through traffic at this location.

1.2.3 Sound Attenuation Along Macleod Trail

The noise levels associated with traffic along Macleod Trail affect adjacent residential areas. The Plan recommends application of sound attenuation guidelines in new buildings, where applicable. Sound attenuation from Macleod Trail will be dealt with by the City in the normal process by including this area in the Noise Barrier Retrofit Study Update, with special consideration being given to the environmental impacts of any solution.

1.2.4 Non-Residential Land Use in South Erlton

Non-residential uses include the cemeteries, Cable T.V. facility and a service station. The intent of the Plan is to contain these uses so that their impact on the remainder of the community is minimized. Any significant increase in non-residential uses could jeopardize the viability of south Erlton as a residential neighbourhood.

1.2.5 Flood-Prone Areas

According to the Calgary Floodplain Study, prepared by the Provincial Government, a portion of the Erlton District, north of 27th Avenue S.E., could be impacted by potential flooding. This area is being examined as part of the Elbow River Floodplain Management Study being undertaken by the Provincial Government and the City of Calgary. For this reason, City-initiated redesignations in the conservation portion of the area (the area between 25th and 27th Avenues S.W.) are not being initiated. However, the Plan does provide for Development Permits and Land Use Amendment Applications to be evaluated on an individual basis in accordance with the policies and recommendations contained herein.

1.3 GOALS

1.3.1 To implement the policies of the Inner City Plan and the L.R.T. South Corridor Land Use Study as they apply to Erlton.

1.3.2 To reaffirm the conservation policy for the south Erlton area and to revitalize and enhance the established residential community.

1.3.3 To optimize development opportunities in the north Erlton area in support of the public transit system.

ERLTON

MAP No 1

TITLE

STUDY AREA

LEGEND

- Study Area Boundary
- Erlton Station & L.R.T. Line
- Possible Floodway Floodplain Limit due to overland flow (as illustrated in the Calgary Floodplain Study)
- Portion of Erlton Under Policy Review

DATE

MARCH 1985

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

2. THE PLAN

2.1. LAND USE AND DEVELOPMENT

2.1.1 Objective:

To preserve and enhance the established residential character in south Erlton and to encourage L.R.T.-supportive development in north Erlton.

2.1.2 Recommended Policies:

2.1.2.1 Reaffirm the policy of conservation for south Erlton. Infill development is encouraged; this should be compatible with the scale of surrounding development and the local streetscape. Infill development should be sensitive to and complement the natural features associated with the riverbank and escarpment.

2.1.2.2 Where redevelopment takes place adjacent to Macleod Trail, it must comply with the Council-approved Surface Transportation Noise Policy Guidelines.

2.1.2.3 Limited expansion of the Cable T.V. facilities within the boundaries of Site 6 as defined on Map No. 2, is provided for by this Plan. Any expansion beyond the boundaries of this Site is discouraged and would require an amendment to the Plan.

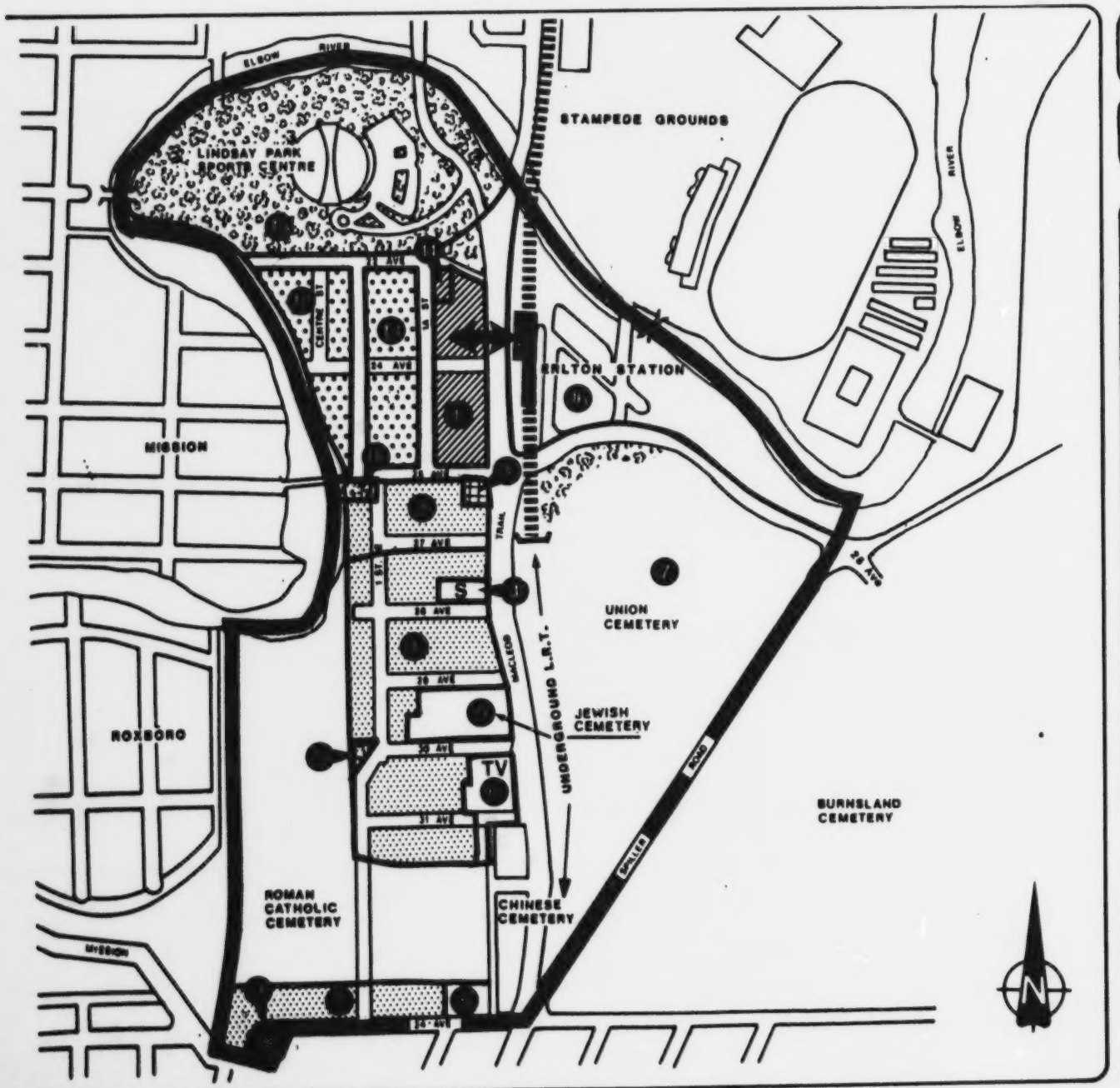
2.1.2.4 Provide for redevelopment in north Erlton in a manner that supports the public transportation system and complements the natural and man-made features in the area.

2.1.2.5 Future development in north Erlton must provide a coordinated and continuous pedestrian access to the riverbank, Lindsay Park and the L.R.T. station.

2.1.2.6 Future development in the area north of 27th Avenue must comply with the policies and guidelines as defined under Section 2.4 (Flood-prone Areas) to the satisfaction of the Approving Authorities.

2.1.2.7 Utility upgrading may be required as redevelopment takes place and the costs associated with such shall be the responsibility of the developer.

2.1.2.8 Future development in the Erlton district must address the site-specific land use recommendations as set out in the following tables.



ERLTON

MAP No 2

TITLE

LAND USE

LEGEND

- Medium to High Density Residential
- Low Density Residential
- High Density Mixed Use
- Local Commercial
- Major Open Space / Recreational Facilities
- Existing DC (Residential)
- S Erlton School
- TV Cable T.V.
- L.R.T. Alignment & Station
- Future Pedestrian Bridge To L.R.T. Station
- 1 Numbers Denote Site Codes In The Land Use Recommendations Table
- Study Area Boundary

DATE MARCH 1985

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

		LAND USE RECOMMENDATIONS			
SITE	EXISTING DESIGNATION	LAND USE	DENSITY	DEVELOPMENT GUIDELINES	IMPLEMENTATION
1	R-2	Residential Conservation	RM-2 density	1. RM-2 guidelines. 2. The following to be encouraged: (a) a variety of housing types excluding apartments, (b) wall-face, rooflines and building details reflective of the community character, (c) aesthetic treatment of roof-tops and decks where they will be visible to other development, (d) provision of 0.15 visitor parking space per residential dwelling unit in multi-family development, (e) adequate screening of parking areas through fencing or landscaping.	1. City to redesignate to RM-2 Residential Low Density Multi-Dwelling District. 2. Certain road/lane closures can be considered to facilitate sound barrier development along the Macleod Trail edge provided: (a) developers responsible for cost of necessary closures, (b) provision of utility easements, (c) sensitive treatment of interfacing areas with adjoining properties. 3. Residential infill development on City-owned land to the south of the cemetery area to be considered.
2*	R-2	Interim Land Use Residential Conservation	Acceptable Density RM-2 density	Applicable Guidelines 1. Development guidelines as for site #1.	1. Existing land use designation to be retained. 2. Owner-initiated applications for redesignation to RM-2 provided for. 3. Development Permit and Land Use Redesignation applications to be evaluated on the basis of the recommended development guidelines and on the policies for flood-prone areas set out in Section 2.4. 4. Road/lane closure conditions as for site #1.
3*	C-1	Interim Land Use Local Commercial	Acceptable Density C-1 density	C-1 guidelines	C-1 designation to be maintained.
4	PE	Public Park, School and Recreational use.	N/A	The school grounds to be redesigned in accordance with community needs, in consultation with the community. (Refer to section under Parks & Open Space)	PE designation to be maintained. Parks/Recreation Dept. to initiate negotiations with the Calgary Board of Education with a view to redesigning the recreational facilities provided on this site.

Refer to Figure 2 for site numbers.

* These sites are: (1) within the Flood-Prone Areas as defined by the Calgary Floodplain Study; (2) recommended under policy review; and (3) required to comply with Interim Guidelines for Development in Flood-prone Areas (see Support Information Report).

NOTE: 1. The LAND USE and DENSITY columns outline the recommended land use types and corresponding densities for each of the 17 sites identified in Figure 2.
2. The DEVELOPMENT GUIDELINES column sets out guidelines which should be considered by the appropriate approving authority in making decisions concerning each site.
3. The IMPLEMENTATION column outlines the various procedures which must be undertaken to implement the A.R.P.

		LAND USE RECOMMENDATIONS			
SITE	EXISTING DESIGNATION	LAND USE	DENSITY	DEVELOPMENT GUIDELINES	IMPLEMENTATION
5	D.C., R-2	Cemetery Use	N/A	Should cemetery expansion be undertaken between 29th and 30th Avenues, interim uses pending cemetery development should include, besides residential uses, quiet park uses.	Existing designations to be maintained pending future application by owner for expansion of cemetery use. Prior to the approval of any redesignations or development permits for expansion of the cemeuse, a comprehensive plan outlining the staging of the expansion, interim development plans and integration with the community be developed in consultation with the Erlton Community Association and approved by Council.
6	PE, D.C. R-2	Cable TV Facilities Residential (pending expansion of Cable TV facilities)	N/A	1. Any future expansion of the Cable TV facility to be reviewed subject to the following: (a) the height and scale of the existing structure to be maintained, (b) any structural addition to be in northerly direction to minimize impact on the community, (c) for additional office space, conversion of an existing residential building could be considered, (d) effective landscaping and fencing to be provided for all parking areas.	1. Existing designations to be maintained pending future application by owner for expansion of Cable T.V. facilities (A.R.P. amendment not necessary within boundaries of Site 6). 2. Any land use amendment to be evaluated on the basis of the recommended development guidelines.
7	PE, A	Cemeteries	N/A	Existing guidelines under Public Park, School and Recreation District or Agriculture and Open Space District.	Existing designations to be maintained.
8	PE	Public Park & Recreation	N/A	Cemetery use in this site not recommended.	City to redesignate at a later date to PE Public Park, School and Recreation District. Parks & Recreation Dept. to develop plan and cost estimate for submission to Council through normal budget process
9	D.C.	Residential	Existing DC density	Existing D.C. guidelines.	The Direct Control District to be maintained.
10	R-2	Public Park	N/A	This site to be developed as a small park for passive recreational use (refer to Section under Parks & Open Space).	City to redesignate at a later date to PE Public Park, School and Recreation District. Parks & Recreation Dept. to develop plan and cost estimate for submission to Council through normal budget process
11*	R-2	Public Park	N/A	This site to be developed as a riverbank parkette for passive recreational use with provision for seating (refer to Section under Parks and Open Space).	City to redesignate at a later date to PE Public Park, School and Recreation District. Parks & Recreation Dept. to develop plan and cost estimate for submission to Council through normal budget process

Refer to Figure 2 for site numbers.

* These sites are: (1) within the Flood-Prone Areas as defined by the Calgary Floodplain Study; (2) recommended under policy review; and (3) required to comply with Interim Guidelines for Development in Flood-prone Areas (see Support Information Report).

		LAND USE RECOMMENDATIONS			
SITE	EXISTING DESIGNATION	LAND USE	DENSITY	DEVELOPMENT GUIDELINES	IMPLEMENTATION
12*	R-2	Interim Land Use Residential	Acceptable Density F.A.R. 2.4 (217 units/ha or 88 units/ac.)	Applicable D.C. Guidelines 1. Building height to step up from 3 storeys (9 m) at the river front to a maximum of 17 storeys (46 m) towards the eastern boundary of site. 2. Setback requirements to be in accordance with the Calgary River Valleys Plan and the Calgary General Municipal Plan as approved by City Council. 3. Certain closure of roadways and related lanes may be considered to facilitate comprehensive development. 4. Ensure 0.15 visitor parking space per dwelling unit; a maximum of 20% site area for surface parking and a minimum of 50% parking to be provided underground. 5. Development must provide for pedestrian connections to the L.R.T. station, the riverbank and Lindsay Park. 6. Provide a minimum of 40% of site area, as landscaped area. 7. To facilitate comprehensive development, density transfer between different land parcels of common ownership within this site may be considered.	1. Existing land use designation to be retained. 2. Land use amendment applications to be evaluated on the basis of the recommended development guidelines.
13*	D.C.	Residential	Existing D.C. density	Existing D.C. guidelines.	Existing D.C. designation to be maintained.
14*	D.C.	Hotel	Existing D.C. density	Existing D.C. guidelines.	Existing D.C. designation to be maintained.
15*	PE	Public Park & Recreation	N/A	Existing PE guidelines.	Existing PE designation to be maintained.

Refer to Figure 2 for site numbers.

* These sites are: (1) within the Flood-Prone Areas as defined by the Calgary Floodplain Study; (2) recommended under policy review; and (3) required to comply with Interim Guidelines for Development in Flood-prone Areas (see Support Information Report).

SITE	EXISTING DESIGNATION	LAND USE RECOMMENDATIONS			
		LAND USE	DENSITY	DEVELOPMENT GUIDELINES	IMPLEMENTATION
16*	I-2	Under Policy Review, subject to Council's decision on the comprehensive development plan for subject site by Calgary Exhibition and Stampede Board and City.			
17*	RM-4, I-2	Interim Land Use Commercial and Residential use.	Acceptable density F.A.R. 5 (Res. component 321-395 units/ha or 130-160 units/ac.; Office component max. 37160 m^2 or 400,000 sq. ft.)	Applicable D.C. Guidelines 1. Building form and site layout must be designed to relate compatibly with the conservation area in south Eriton. 2. Building height to be a maximum of 46 m. 3. Certain modifications of existing street patterns may be considered to facilitate comprehensive development. 4. Generally, it is recommended that the office component be located on Macleod Trail with the residential component set back from it. 5. Ensure 0.15 visitor parking space per dwelling unit; a maximum of 20% site area for surface parking and a minimum of 50% parking to be provided underground. Shared use parking may be considered for commercial uses to the satisfaction of the Approving Authority. 6. Vehicular access to new commercial development to be via Macleod Trail and the laneway. 7. Development must provide for pedestrian connections to the L.R.T. station, the riverbank and Lindsay Park. 8. For the residential component, a minimum of 40% of the residential site area to be provided as landscaped area; for the commercial component, a minimum of 20% of the commercial site area to be provided as landscaped area. These landscaped areas must relate to the pedestrian circulation corridor. 9. To facilitate comprehensive commercial development, density transfer between different land parcels of common ownership within this site may be considered.	1. Existing land use designations to be retained. 2. Land use amendment applications to be evaluated on the basis of the recommended development guidelines. 3. Access and egress shall be determined at the time of application for a development permit to the satisfaction of the Approving Authority. 4. Developers shall contribute towards the cost of providing an overhead link to the station to the satisfaction of the Approving Authority. (A Land Use Amendment application - No. 83/75 - By-law No. 2Z84 - which complies with the Development Guidelines, has been received and was tabled sine die at the 1984 March 12 Council meeting.)

Refer to Figure 2 for site numbers.

* These sites are: (1) within the Flood-Prone Areas as defined by the Calgary Floodplain Study; (2) recommended under policy review; and (3) required to comply with Interim Guidelines for Development in Flood-prone Areas (see Support Information Report).

ERLTON

MAP No. 3

TITLE
LAND USE DISTRICTS

LEGEND

RM-2	Residential Low Density Multi-Dwelling
DC	Direct Control
PE	Public Park, School & Recreation
A	Agricultural & Open Space

The following existing districts in the "Special Flood Study Area" to be maintained as interim guidelines:

R-2	Low Density Residential
RM-4	Medium Density Multi-Dwelling
C-1	Local Commercial
I-2	Light Industrial

L.R.T. Alignment & Station

Study Area Boundary

DATE
MARCH 1985

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

2.2 PARKS AND OPEN SPACE

2.2.1 Objective:

To improve public access to the riverbank area and to respond to the parks and recreation needs of the community.

2.2.2 Recommended Policies:

2.2.2.1 The setback requirements along the Elbow River shall be in accordance with the setback policies established in the Calgary River Valleys Plan and the Calgary General Municipal Plan as approved by City Council. Generally speaking, where redevelopment takes place (other than for single family, duplex or semi-detached dwellings), a setback distance of 30 m (100 ft.) is required.

A riverbank park should be developed within the setback area as redevelopment occurs. Acquisition of the setback land for public use should be encouraged by the following means:

(i) comprehensive redevelopment which would enable application of density transfer;

(ii) closure and transfer of public road rights-of-way in exchange for river setback land;

(iii) purchase of lands by the City on an opportunity basis.

All land within the setback area in north Erlton except for two properties is under City ownership. The acquisition of these two properties should be a high priority as they provide a key link to the open space system in this area.

2.2.2.2 The existing designation of the Erlton Public School site should remain as PE Public Park, School and Recreation District (refer to Land Use Recommendations). It is recommended that the school grounds be redesigned in accordance with the community needs. In consultation with the community, consideration should be given to allocation of a tot-lot, tennis court, seating areas and soft landscaping features. In the situation where the Calgary Board of Education identifies the Erlton School site as surplus to their needs, it is recommended that consideration be given by the City to acquire the school property for community facilities and local open space purposes in accordance with the established Calgary General Municipal Plan policy.

2.2.2.3 The triangular .09 hectare (.23 acre) City-owned land parcel, to the west of 1st Street S.E. by the cemetery area, shall be allocated for the development of a small decorative park for passive recreational use (refer to Land Use Recommendations and Figure 2).

2.2.2.4 The City-owned .05 hectare (.12 acre) land parcel, in the southwest corner of 25th Avenue and 1st Street S.E., shall be developed as a small park related to the riverbank system (refer to Land Use Recommendations and Figure 2).

2.3 TRANSPORTATION

2.3.1 Objective:

To minimize through traffic in the Erlton area and to protect the community from potential impacts related to the upgrading of transportation facilities.

2.3.2 Recommended Policies:

The following policies apply to the Study Area (refer to Figure 4):

2.3.2.1 The roadway systems within the area shall retain their existing designations as indicated under By-law 3M82, the City of Calgary Transportation System By-law:

Major Roads - Macleod Trail, 25th Avenue S.E. east of Macleod Trail;
Collector - 25th Avenue S.E. west of Macleod Trail; and
Local - all other neighbourhood streets.

25th Avenue S.E., west of Macleod Trail, shall be retained as a Collector to limit through traffic and to minimize negative impact on the community.

2.3.2.2 27th and 28th Avenues S.E. and the related lanes at Macleod Trail should be closed to minimize the infiltration of through traffic in the residential community. The closures, (1) when initiated in conjunction with redevelopment, shall be funded by the developer, and (2) when initiated by the City, shall be funded through the normal budget process.

When redevelopment takes place and requires or provides for closures as an integral part of the design of the redevelopment and land is required for turnarounds or hammerheads as a result of these closures, such land shall be provided by the developer(s) at no cost to the City.

2.3.2.3 Vehicular access through north Erlton to Lindsay Park shall not be provided. 1A Street S.E. may be used for "emergency vehicles access" only to Lindsay Park facilities.

2.3.2.4 The condition of the roads, sidewalks and curbs within the Erlton district be monitored on a regular basis to ensure that satisfactory standards are maintained.

2.4 FLOOD-PRONE AREAS

2.4.1 Objective:

To minimize potential flood damage to properties in the flood-prone areas.

2.4.2 Recommended Policies:

The following policies apply to the flood-prone areas defined by the Calgary Floodplain Study as outlined in Figure 1:

2.4.2.1 Given that the Elbow River Floodplain Management Study is being undertaken, it is recommended that the defined flood-prone areas be considered as being under policy review until such time as this study is completed and the extent and severity of flooding in the area better understood.

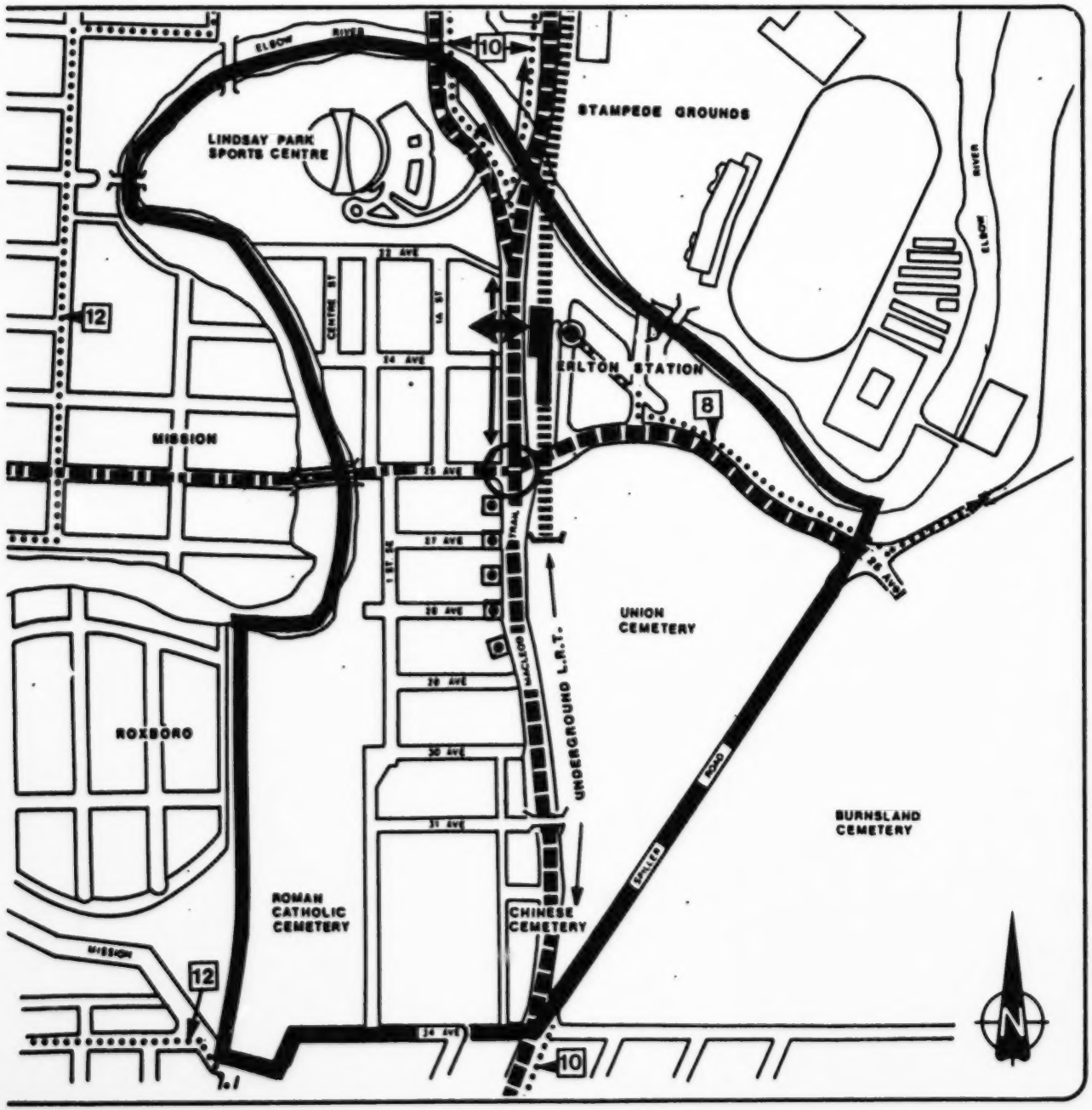
2.4.2.2 All properties within the affected areas shall retain their current land use designations. Specific Development Permit Applications and Land Use Amendment Applications will be evaluated on their own merits in relation to the land use and density policies of this Plan, subject to compliance with the following:

(a) any new development shall conform with the City of Calgary Floodplain Guidelines to the satisfaction of the Approving Authority;

(b) at the time of an application, a study shall be submitted to the Engineering Department to satisfactorily demonstrate how flood waters will pass the site without being adversely affected by the development. Such study shall also indicate alternate flood routings which would not adversely affect adjacent properties, nor impede the passage of storm water in the general vicinity, to any greater extent than the development existing on the site on the date of the application. The study should also recommend a step elevation for this site based on the detailed analysis undertaken (refer to accompanying Support Information Report);

(c) any redevelopment shall not place more restrictions in the floodway than that which presently exist by reason of existing development.

2.4.2.3 Redevelopment will be permitted, as discussed above, until such time as the Elbow River Floodplain Management Study is completed, at which time development guidelines in the area within the floodway are to be re-assessed.



ERLTON

MAP No 4

TITLE
TRANSPORTATION SYSTEM

LEGEND

- Major Roads
- Collector Roads
- L.R.T. Alignment & Station
- Bus Routes & No. (12)
- Possible Road & Lane Closure
- Future Pedestrian Bridge to L.R.T. Station
- Possible Future Access to Macleod Trail to be Determined at the Development Permit Stage
- All Turns Permitted
- Erlton Bus Transfer Facility
- Existing Pedestrian Bridge
- Study Area Boundary

DATE
MARCH 1985

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

SUPPORTING INFORMATION REPORT TO

ERLTON

AREA REDEVELOPMENT PLAN

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

PREFACE

This section provides background information to the Erlton Area Redevelopment Plan. Its purpose is to describe the context within which planning policies are formulated. This section is not, however, a part of the Area Redevelopment Plan, and therefore, has no legal status.

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A. CITY COUNCIL RECOMMENDATIONS RE: CALGARY FLOODPLAIN STUDY

The Bow and Elbow River floodway/floodplain limits have recently been updated by the Alberta Department of Environment. Results of the Calgary Floodplain Study, published in April 1983, were reviewed by City Council on October 3, 1983, and the following recommendations were approved:

"1. designate the area on the Elbow River below the Mission Bridge as a Special Flood Study Area until such time as further engineering study is carried out in that area to confirm the revised floodlines and investigate potential remedial measures which would minimize the extent and severity of flood;

2. request the Provincial Government to undertake a Special Flood Study on the Elbow River from the Bow River to the Mission Bridge to ascertain what remedial measures can be undertaken to minimize potential flooding and to subsequently carry out the construction of those measures identified."

B. INTERIM GUIDELINES FOR DEVELOPMENT IN THE FLOOD-PRONE AREAS AS DEFINED BY THE ENGINEERING DEPARTMENT, CITY OF CALGARY

1. At the time of an application for a development proposal, a study shall be submitted to the Engineering Department to satisfactorily demonstrate how flood waters would pass the site without being adversely affected by the development.

2. Such study shall also indicate alternate flood routings which would not adversely affect adjacent properties, nor impede the passage of storm water in the general vicinity, to any greater extent than the development existing on the site on the date of application for development.

3. The study shall also recommend an appropriate step elevation for the site based on the detailed analysis undertaken.

   The future Macleod Trail and 26th Avenue interchange may alter the floodway channel in this area. This facility should also be adequately considered when undertaking the study.

4. Any new structure in the affected area is to be designed in such a way that the main floor and all electrical and mechanical equipment are located above the City-approved flood step elevation in question.

5. Any new structure is to be built to withstand potential flood water damage and be compatible with future road grades.

C. PLANNING PROCESS FOR THE ERLTON A.R.P.

April, 1981 - December, 1982:

Formation of the Erlton Community Planning Advisory Committee (E.C.P.A.C.) representing the following:

1. Erlton Community Association;
2. The Concerned Taxpayers Group;
3. North Erlton developers;
4. Independent commercial interests in the area.

Series of meetings and workshops with the community and E.C.P.A.C. members accomplished the following:

1. Development of plans for the Lindsay Park Sports Centre;
2. Development of Lindsay Park Master Plan;
3. Development of north Erlton concept plan;
4. Consideration and review of the proposed alignment alternatives for the 26th Avenue Connector (on-going).

The position papers from the E.C.P.A.C. members were taken into consideration during the A.R.P. process.

January, 1983:

Draft Erlton A.R.P. was placed in public circulation.

February - March, 1983:

Circulation comments were reviewed. At that time, discussions regarding the "A.R.P. form and content" were carried out in relation to a number of A.R.P.'s in progress including the Erlton A.R.P..

April, 1983:

Calgary Floodplain Study by the Alberta Department of Environment was published.

October, 1983:

Results of the Calgary Floodplain Study were reviewed by City Council, and a number of recommendations regarding the Study were made by Council.

June, 1984:

In light of the City Council recommendations pertaining to the Calgary Floodplain Study, the Erlton A.R.P. has been revised for submission to City Council.

D. COMMUNITY VIEWPOINTS RE: CONSERVATION AREA

1. The Erlton Community Association, in a position paper dated December, 1981, expressed the following:

   - o endorsed existing City Council policies;
   - o proposed that the base density be within the R-2 Residential Low Density District designation;
   - o suggested that flexible guidelines be incorporated to encourage complementary development within the "Conservation" area.

2. The Erlton Concerned Taxpayers Group, in a position paper to the City dated December, 1981, expressed the following:

   - o endorsed existing City Council policies and the R-2 land use/density range for the strip of land between 1st Street S.E. and the Elbow River.
   - o proposed that RM-3 Residential Medium Density Multi-Dwelling District and D.C. Direct Control District be considered for the area between 25th Avenue and 31st Avenue with commercial development abutting Macleod Trail.

(In consideration of these two points of view, and in light of the "Conservation" concept for the area, the alternative RM-2 Residential Low Density Multi-Dwelling District designation was introduced and as a concession, was considered acceptable and generally was supported by both groups. Therefore, recommendations as outlined in the Area Redevelopment Plan, represent a resolution of these issues, and are supported by the Erlton Community Association.)

3. An additional group, formed under the name of the South Erlton A.R.P. Response Committee, in a letter to the City dated February 24, 1983, expressed concerns relating to the contents of the Erlton A.R.P.

E. POPULATION & HOUSING CHARACTERISTICS

The population decline observed in this area during the past fifteen years is similar to the trends in other inner-city areas. In the case of Erlton, despite a decline in population, the total number of housing units has remained approximately constant.

Figure 1 POPULATION CHARACTERISTICS

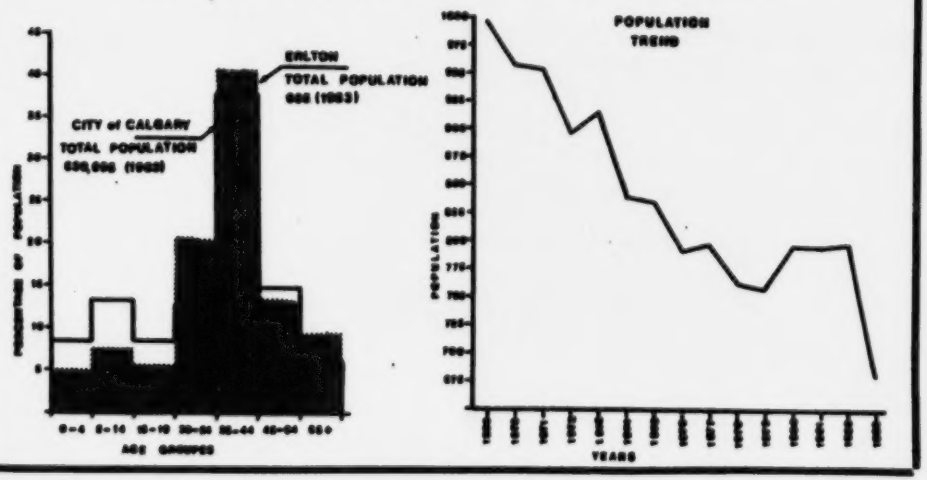
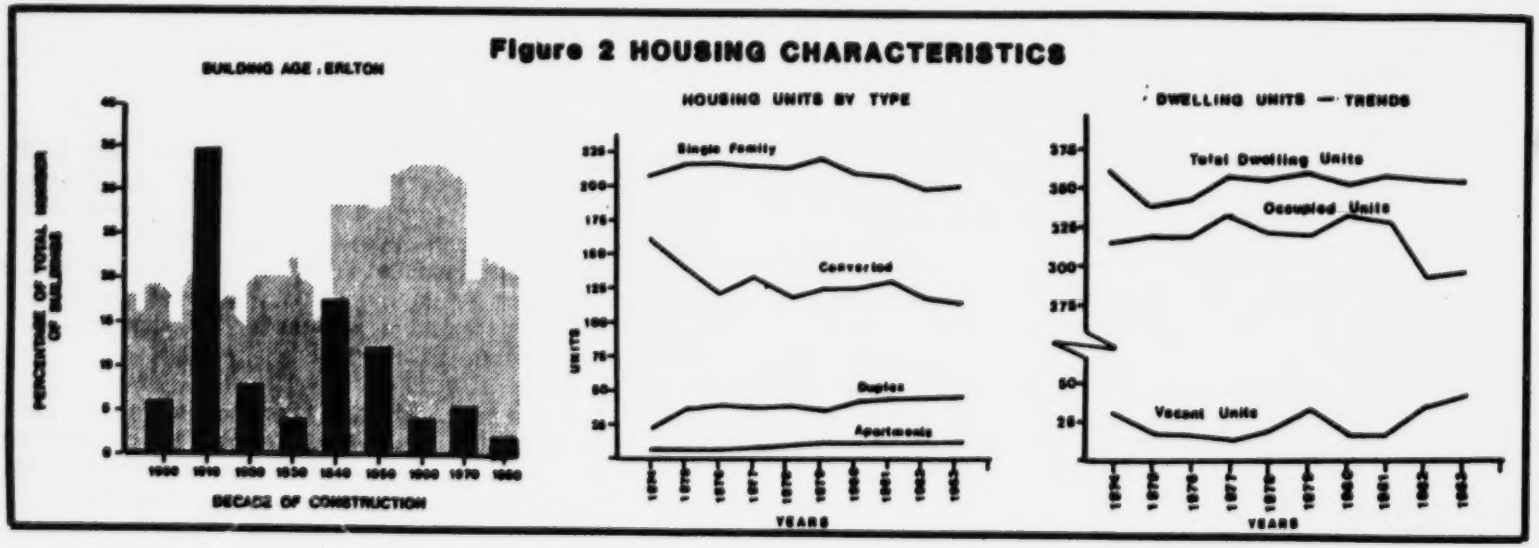


Figure 2 HOUSING CHARACTERISTICS



F. OWNERSHIP PATTERNS IN THE AREA

1. The City is a major land owner in the area including a majority of the cemeteries, parcels along the Elbow River and Macleod Trail, L.R.T. station area and Lindsay Park.

2. In north Erlton, the ownership pattern has been consolidated into three major holdings.

3. Ownership of singular or multiple parcel: by residents or absentee owners has been the general trend in the "Conservation" area.

Figure 3 CITY-OWNED LAND PARCELS

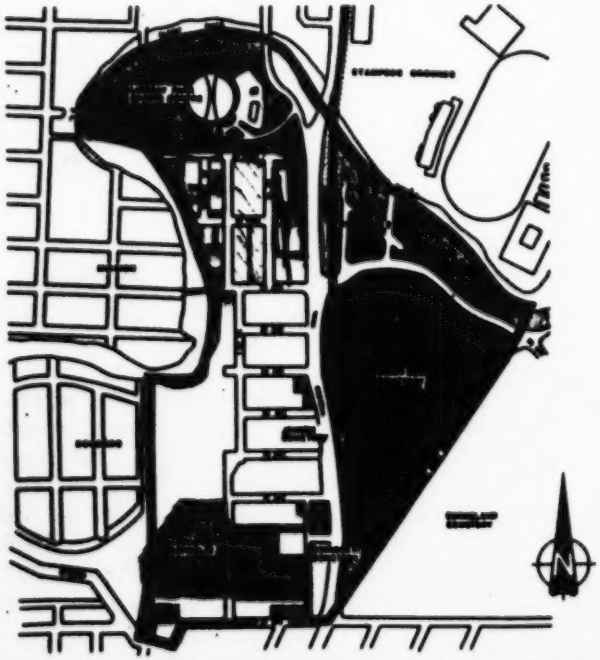
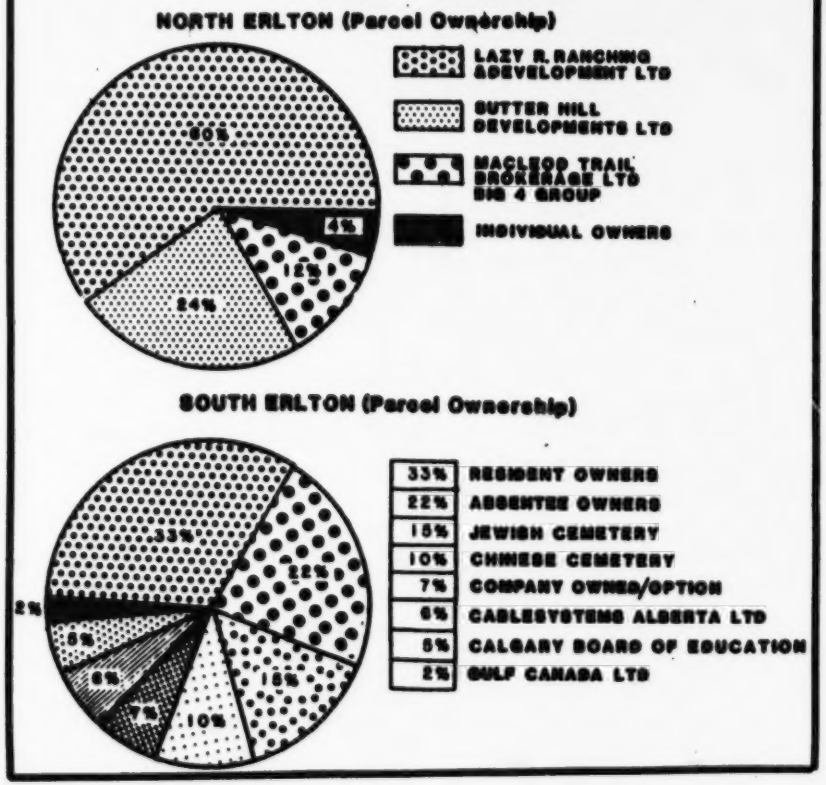


Figure 4 DISTRIBUTION OF PRIVATELY-OWNED LAND PARCELS



NOTE: The ownership patterns in the area have been monitored throughout the study process. During the 1981-1982 period, significant land consolidation activities were observed in the "Conservation" area. In response to this, approximately 50 house owners in the area erected "Not for Sale" signs on their properties. The above graph illustrates the ownership pattern up-dated in June, 1984.

G. MACLEOD TRAIL EDGE ACOUSTICAL ANALYSIS

An acoustical analysis was conducted in the Erlton area in August 1981, to determine whether noise attenuation was feasible at this location. The measurements taken simultaneously in the three specific sites (illustrated with a star in Figure 5) represented the most typical existing traffic noise conditions.

The City of Calgary Design Noise Level Guideline of 60dB(A) Leq (24) is measured or calculated in the nearest outdoor, ground level recreation area of a household adjacent to a surface transportation facility.

In order to comply with this guideline, the study suggested the following:

1. A noise barrier 5 m in height would be required for the full length of the development from the Gulf Service Station (25th Avenue S.E.) to the retaining wall at 30th Avenue S.E.

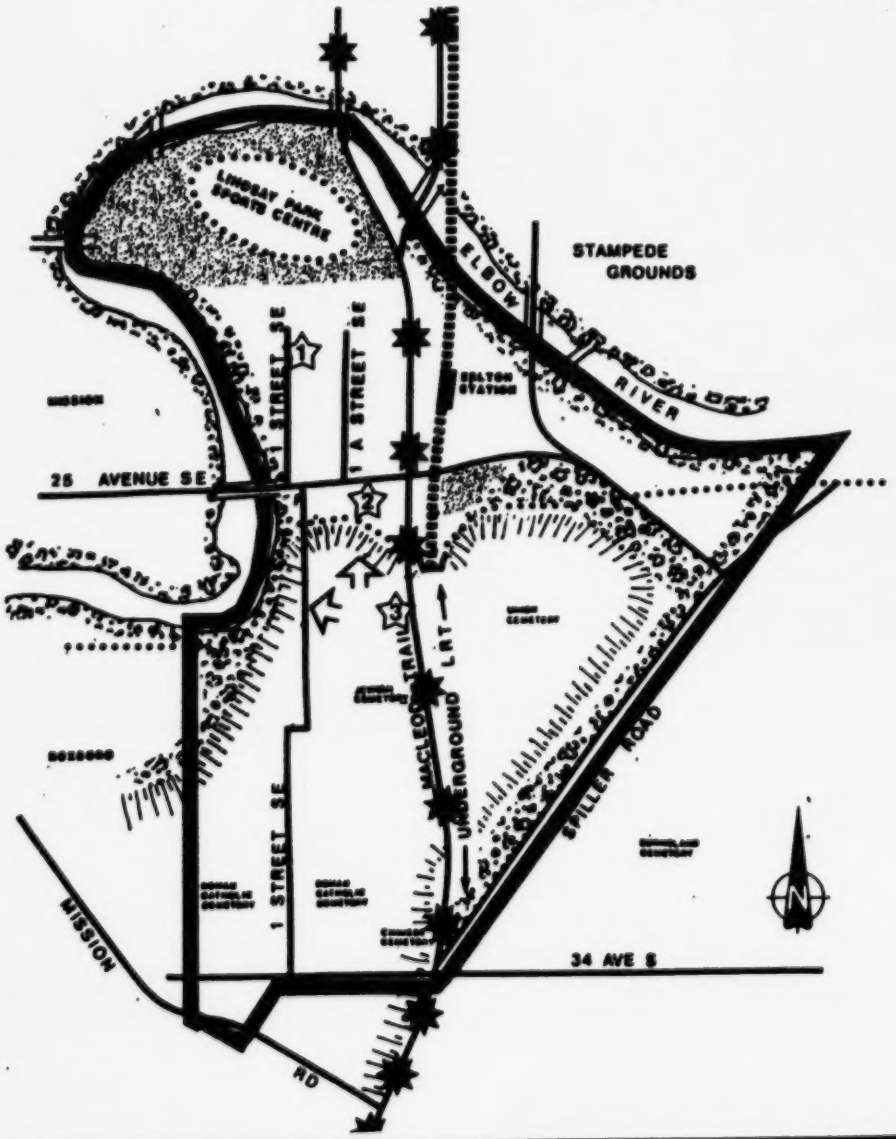
2. Alternatively, if a berm were installed, the width of land required would be a minimum of 35 m to maintain proper drainage and stable maintainable 3:1 slopes.

The total costs would have to include construction and materials, roadway and lane closures, landscaping and acquisition of lands required for either barrier alternative. Therefore, it was recommended that:

1. Noise attenuation should practically be obtained by construction through redevelopment in the area;

2. Where the outdoor noise levels were in excess of 60dB(A), the provision of adequate sound insulation, in new buildings, be required. In addition, provision must be made for a suitable outdoor amenity space of 60dB(A) or less. Interior noise levels of 45dB(A) Leg (24) may be more easily achieved during the planning and design stages.

Figure 5 ENVIRONMENTAL FEATURES



LEGEND

- Escarpment
- Treed Area
- Public Open Space
- Possible Floodway Floodplain Limit due to overland flow (as illustrated in the Calgary Floodplain Study)
- View Corridors

NOISE LEVELS

- 1 — 54.6 dBA Leq (24)
- 2 — 57.3 dBA Leq (24)
- 3 — 60.3 dBA Leq (24)
- (60.65 dBA+71 dBA)
- Study Area Boundary
- Erlton Station & L.R.T. Line

H. LINDSAY PARK

The City Council instructions for the preparation of the Erlton A.R.P. included a set of guidelines for the development of Lindsay Park. Accordingly, the Lindsay Park Master Plan was developed and implemented during the planning process of the A.R.P. The Lindsay Park Sports Centre is currently in operation.

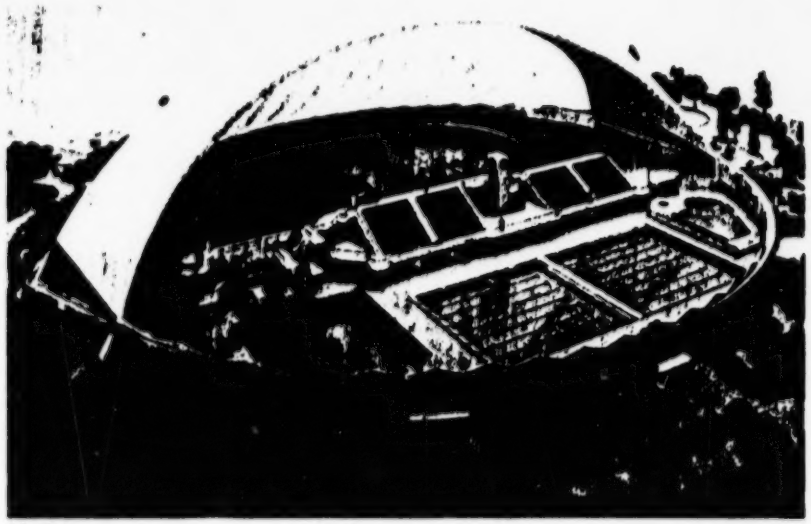
Additional features for Lindsay Park, as requested by the Erlton community, include:

1. A small wading pool/winter skating pond;

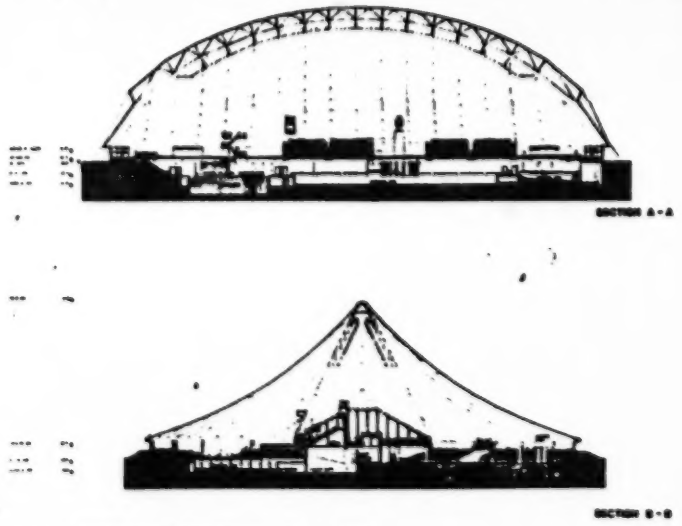
2. An informal earth-formed amphitheatre;

3. Incorporation of additional landscaping elements.

The Parks and Recreation Department will consider these or similar features, in the future, when funds are available.

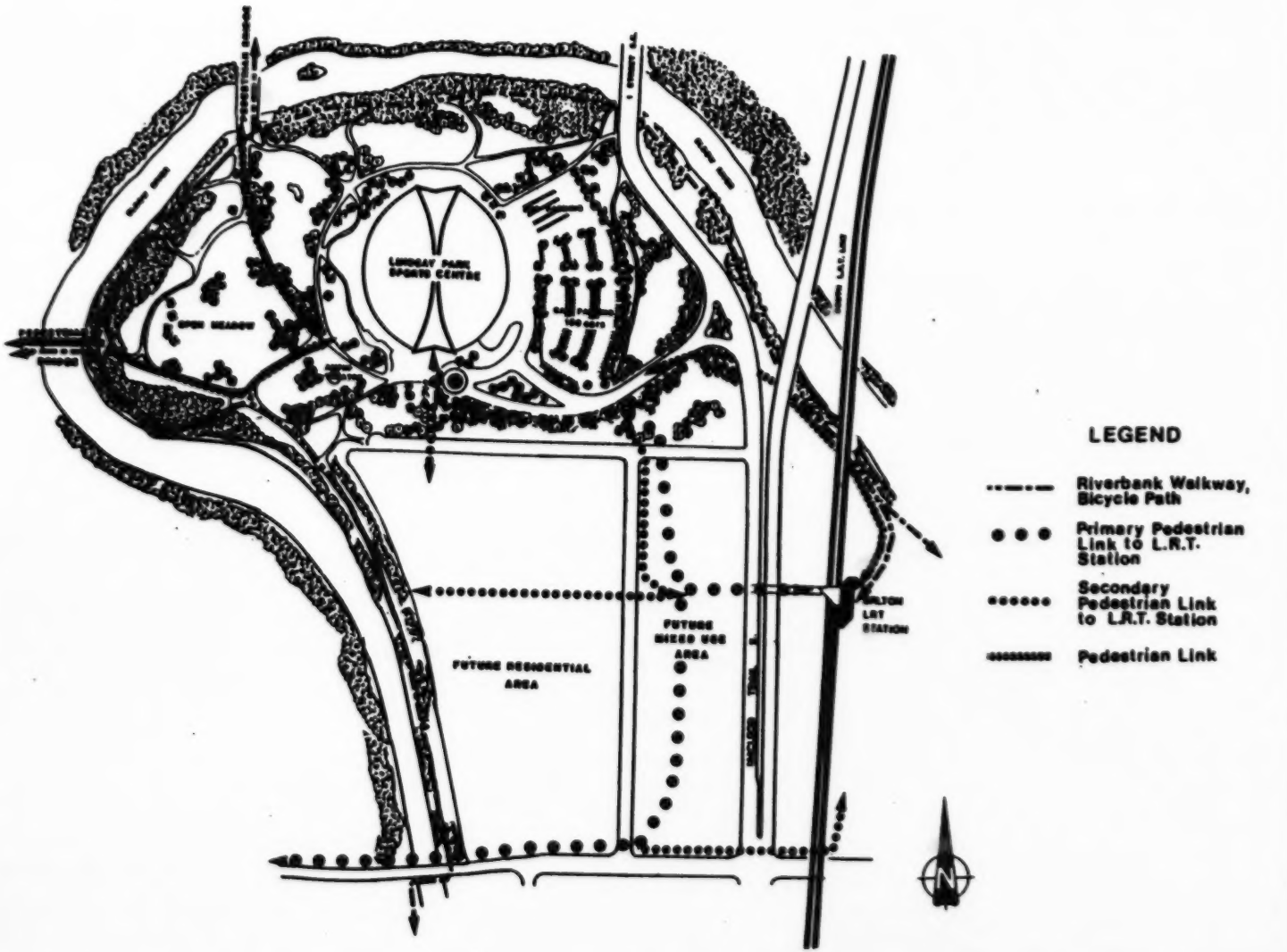


Model



Sections

Figure 6 LINDSAY PARK MASTER PLAN



I. EXISTING D.C. DISTRICTS IN THE AREA

1.* By-law No. 136Z82 - Plan 3940L, Block 3, Lots 26 - 36, and Condominium Plan 7910520, Units 1 - 4 (June 16/82) (previously RM-4).
- The General Rules for Commercial Districts contained in Section 33 of By-law 2P80 and the Permitted and Discretionary Use Rules of the C-6 (Highway Commercial District) shall apply.

2.* By-law No. 137Z82 - Plan 3940L, All of Blocks 4 and 7, and intervening laneways (June 16/82) (previously R-2).
- The General Rules for Residential Districts contained in Section 20 of By-law 2P80 and the Permitted and Discretionary Use Rules of the RM-7 (Residential High Density Multi-Dwelling District) shall apply.

3.* By-law No. 25 - 2865AC/4/1-10, 38-40 (Sept. 11/72) (previously A, R-2).
- To accommodate the expansion of the existing cemetery.

Development Guidelines
1. That the land exchange be negotiated and executed which transfers the seven-foot setback required on Macleod Trail to the City and that portion of the lane lying east of the westerly boundary of Lot 31, being transferred to Chevra Kadusha of Calgary.
2. That landscaping plans including screening of the parking and grave areas from adjacent residences be submitted to the satisfaction of the Calgary Planning Commission prior to the issuance of a Development Permit.

4.* By-law No. 397 - 960A.M./3/1 (April 5/76) (previously R-2).
- The land use shall be for a parking lot only as proposed.

Development Guidelines
1. That a minimum four foot high continuous decorative fence be constructed along the entire southwest and north property lines, with screening to the satisfaction of the Development Officer.
2. That construction of the parking lot will be to the satisfaction of the City Engineer.
3. At the time of an application for a Development Permit the applicant is to provide, to the satisfaction of the Director of Transportation, a plan of the proposed parking layout.
4. That prior to the release of a Development Permit, detailed plans including parking configuration, fencing and landscaping shall subsequently be submitted to the satisfaction of the Calgary Planning Commission.

5.* By-law No. 504 - 5793 U./8/1-4 (Jan. 11/77) (previously R-2).
- The land use shall be for an 11-suite apartment.

Development Guidelines
1. R-3 guidelines to apply for the development of an 11-suite apartment.
2. A condition of development shall be that the parking of recreation vehicles and trailers on this site be prohibited.

* Refer to Figure 7 for site numbers.

Figure 7 EXISTING LAND USE DISTRICTS

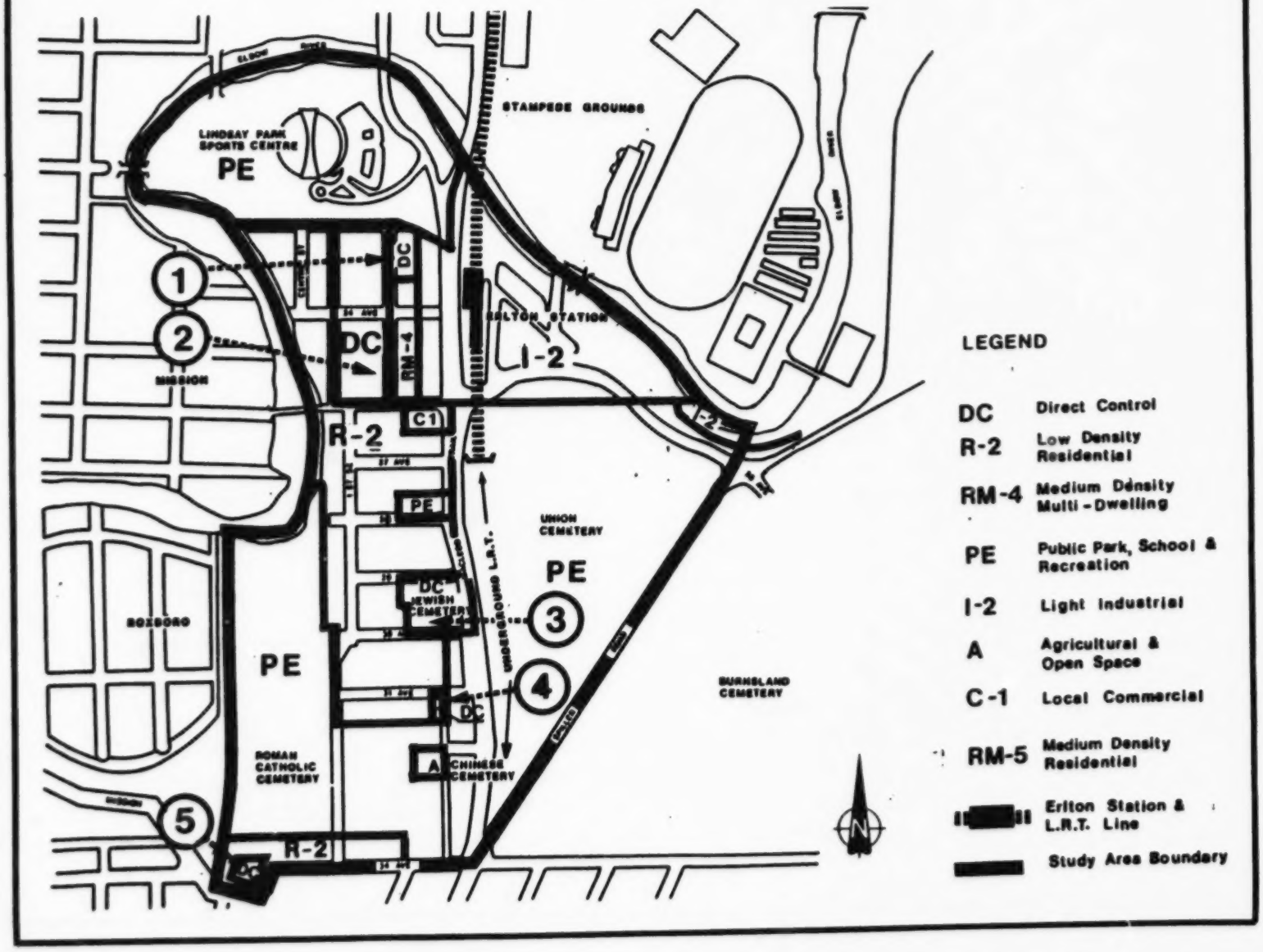


Figure 8 EXISTING LAND USE

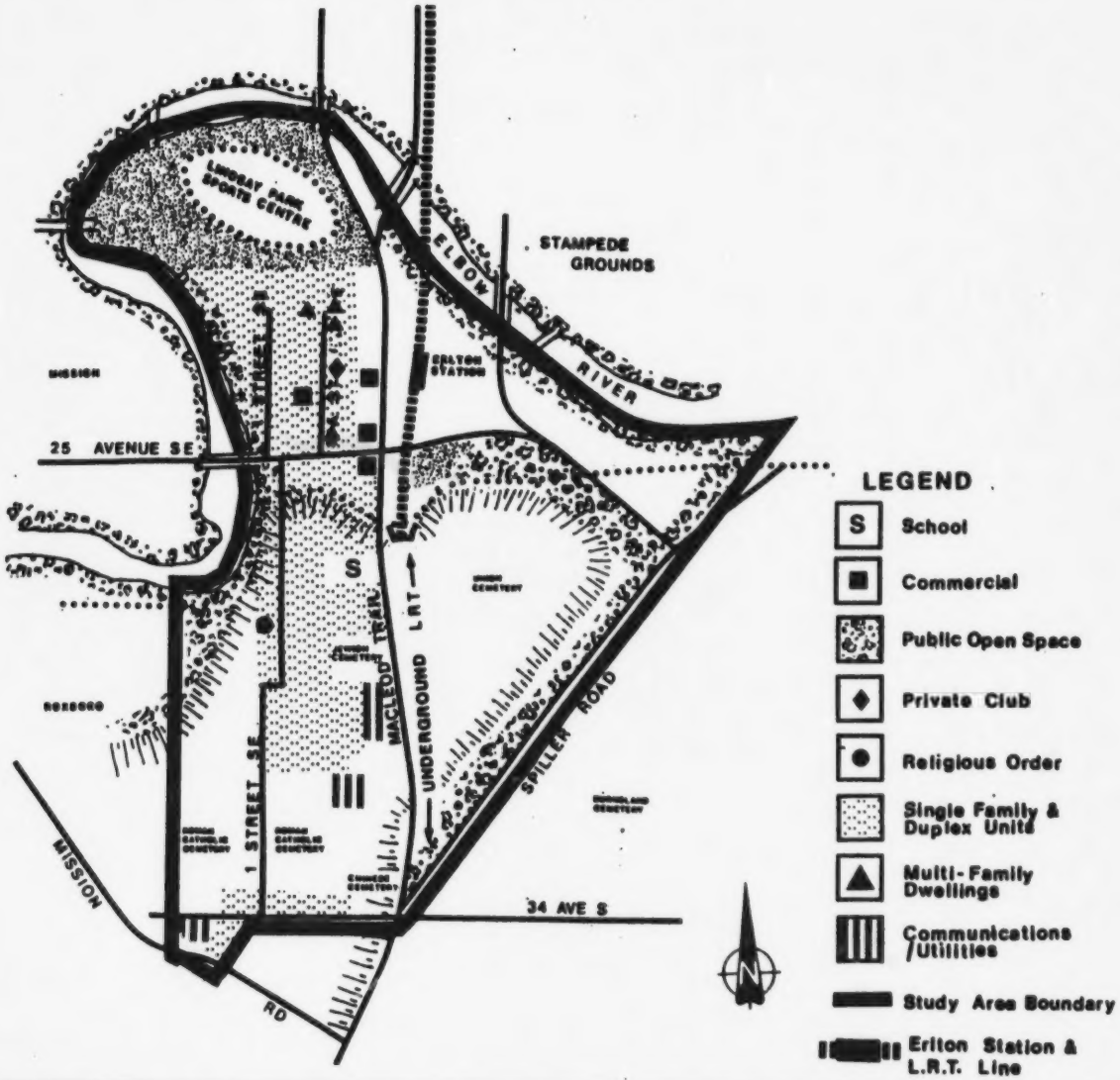


Figure 9 ERLTON AREA CHARACTERISTICS

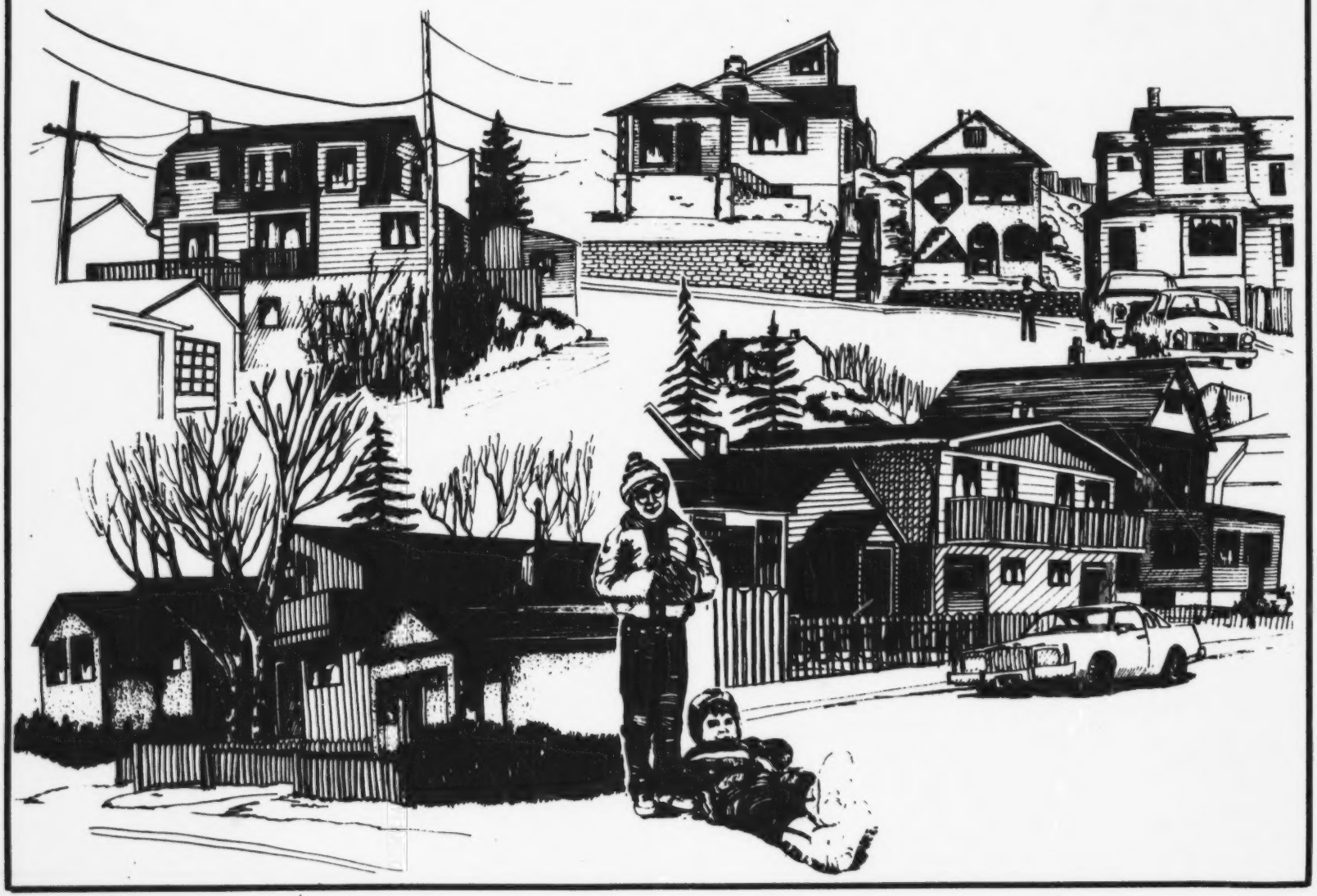


Figure 10 SOUTH ERLTON CONSERVATION AREA
(Examples for Infill/Replacement/Renovation)

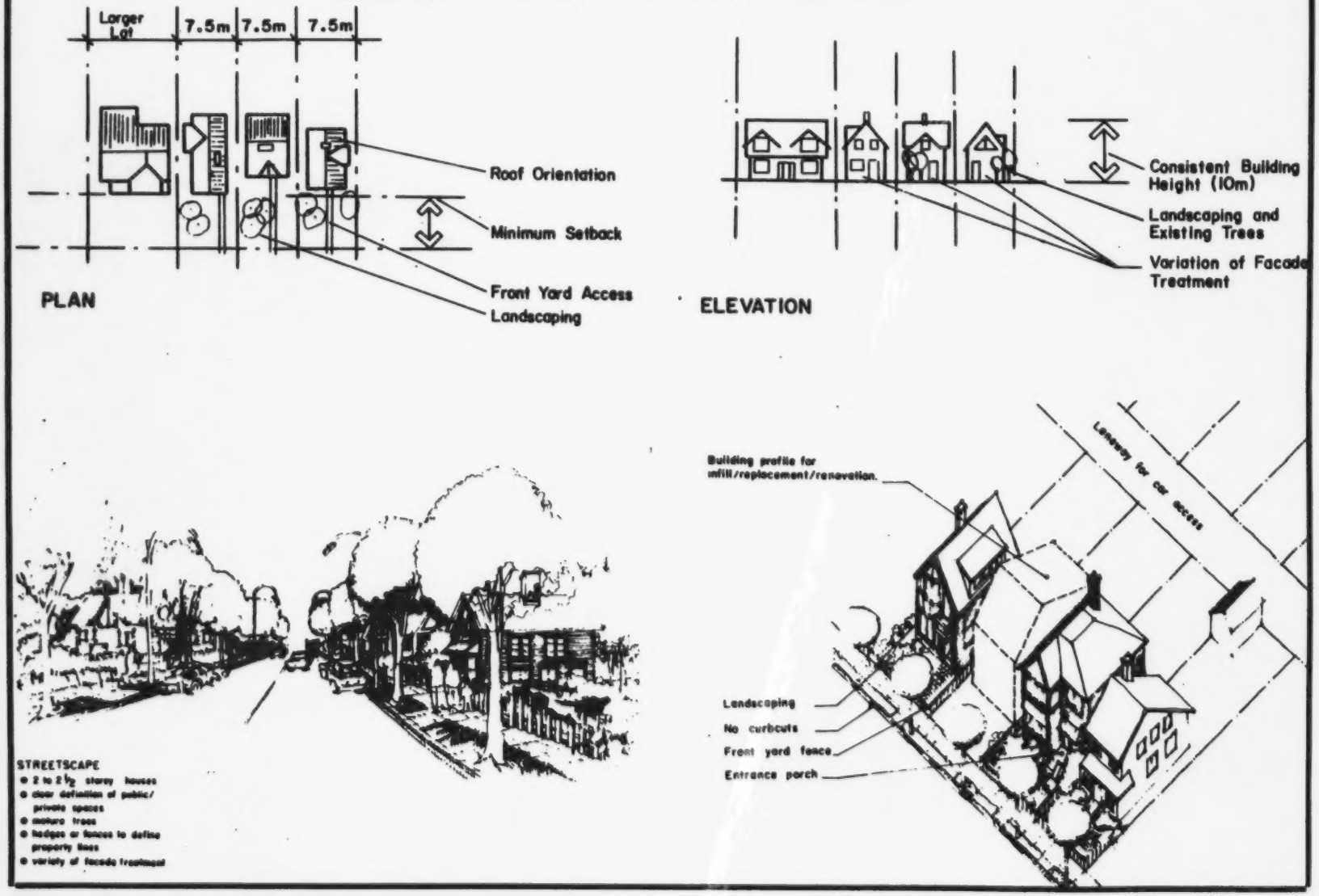


Figure 11 SOUTH ERLTON CONSERVATION AREA
Alternative Redevelopment Schemes
(Examples for RM-2 Density)

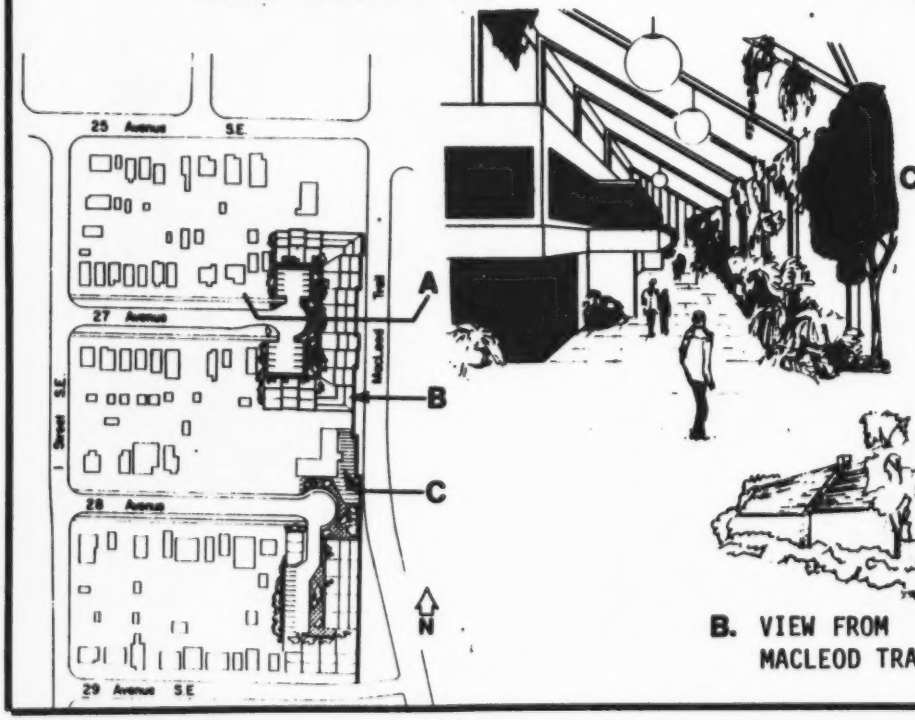
Example from Sunnyside District

Example from Lower
Mount Royal District

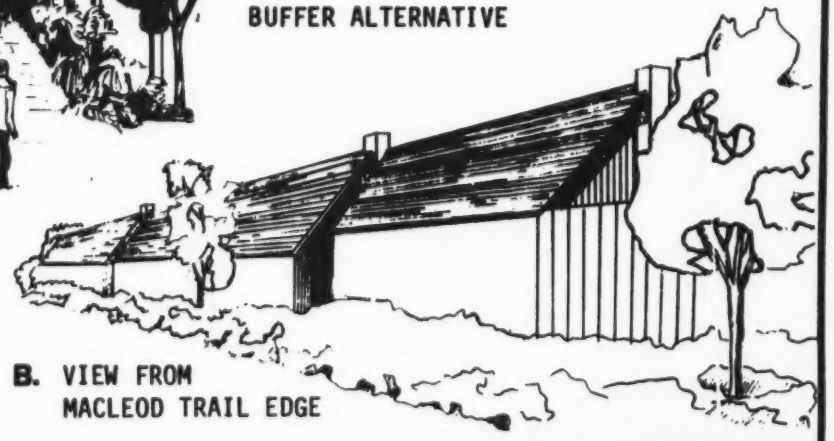
Example from Bankview District

Figure 12 SOUTH ERLTON CONSERVATION AREA
Special Area along Macleod Trail
Alternative Redevelopment Schemes

A. CROSS SECTION
An alternative townhousing scheme
around the cul-de-sac

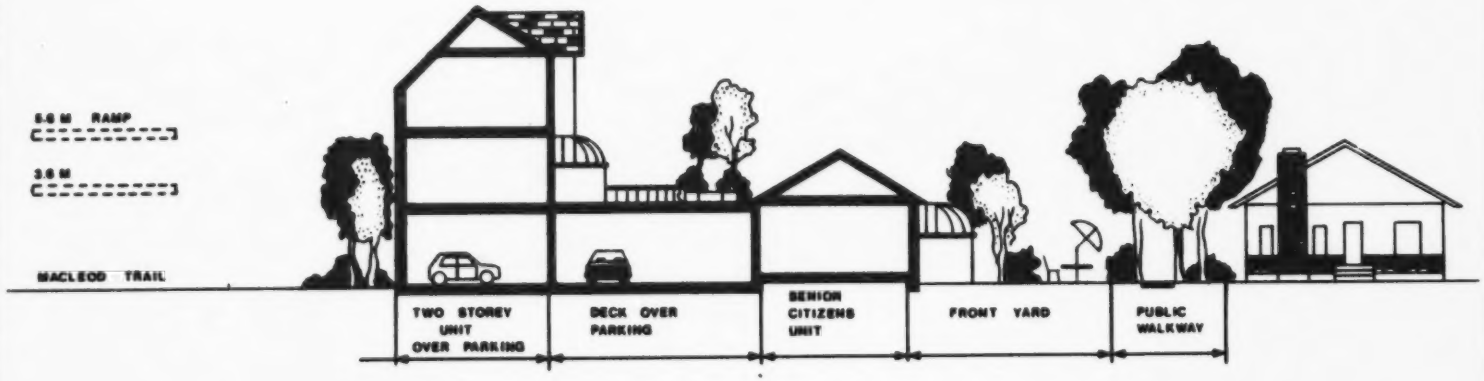


C. ERLTON SCHOOL
EXPANSION AND
BUFFER ALTERNATIVE



B. VIEW FROM
MACLEOD TRAIL EDGE

Figure 13 SOUTH ERLTON CONSERVATION AREA
Special Area along Macleod Trail
Alternative Redevelopment Schemes
(Community's Alternative)



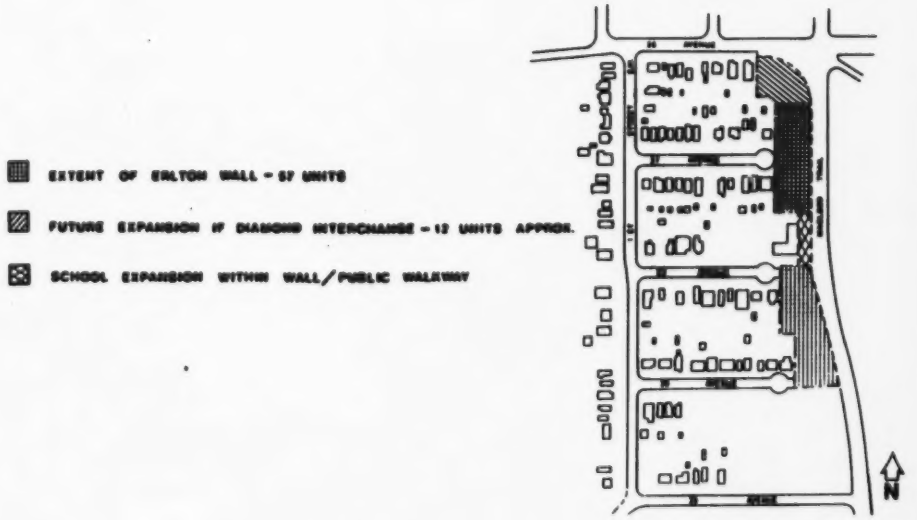
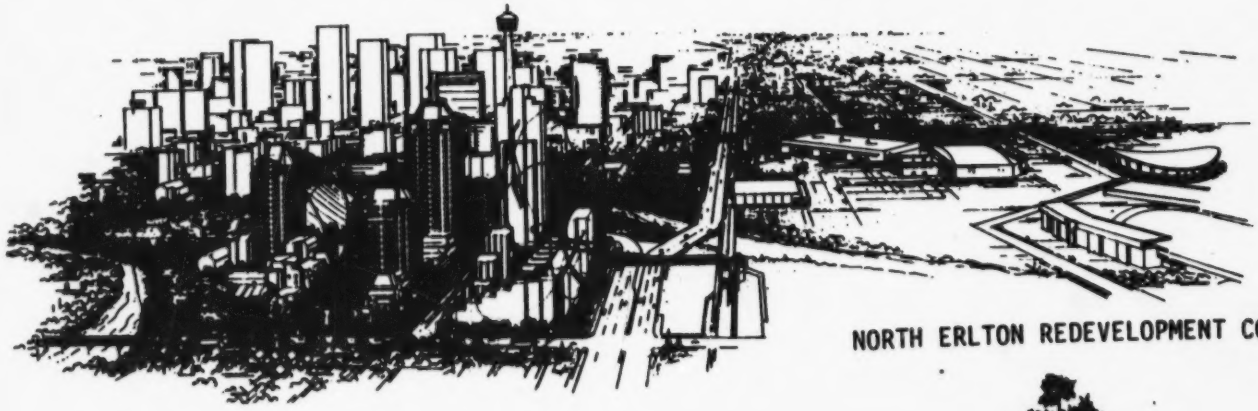

EXTENT OF ERLTON WALL - 57 UNITS
FUTURE EXPANSION IF DIAMOND INTERCHANGE - 12 UNITS APPROX.
SCHOOL EXPANSION WITHIN WALL/PUBLIC WALKWAY
N

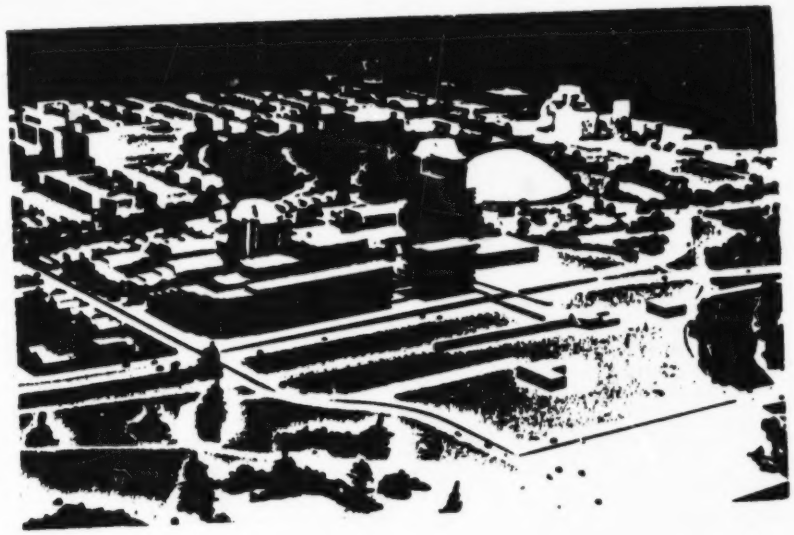
Figure 14 NORTH ERLTON REDEVELOPMENT AREA



NORTH ERLTON REDEVELOPMENT CONCEPT

RIVERBANK AREA
(PROPOSED)

Figure 14 Continued



"ERLTON HOTEL"
PROPOSED DEVELOPMENT CONCEPT

Figure 14 Continued

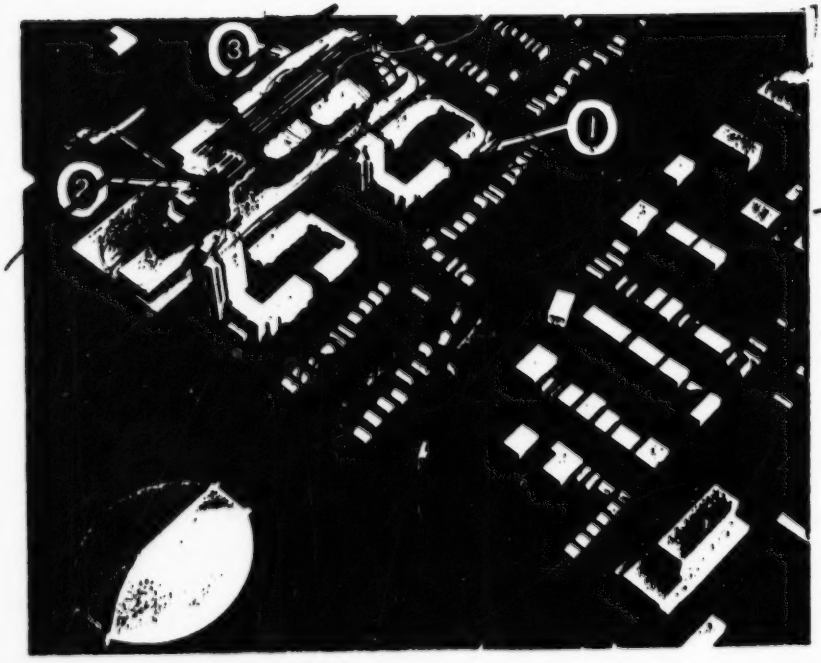
PROPOSED RESIDENTIAL
BLOCK CHARACTER
(Internal Courtyard)

PROPOSED RESIDENTIAL
STREET CHARACTER

Photographs and sketches pertaining to North Erlton Redevelopment area, including the cover illustration, are facilitated with the permission of Lazy R. Ranching and Development Company, Ltd., and Sutter Hill Developments, Ltd., at the courtesy of Mr. Peter Haley - Arcop/Thom Architects & Planners.

Figure 14 Continued

PROPOSED RESIDENTIAL
REDEVELOPMENT CONCEPT



1. RESIDENTIAL REDEVELOPMENT CONCEPT
   D.C. DIRECT CONTROL DISTRICT -
   By-law No. 137Z82 (approved June 16, 1982)

2. "ERLTON HOTEL" DEVELOPMENT CONCEPT
   D.C. DIRECT CONTROL DISTRICT -
   By-law No. 136Z82 (approved June 16, 1982)

3. MIXED USE REDEVELOPMENT CONCEPT
   (D.C. DIRECT CONTROL DISTRICT -
   By-law No. 2Z84
   Land Use Amendment Application [No. 83/75]
   tabled sine die - March 12, 1984)

ERLTON COMMUNITY ASSOCIATION
AREA REDEVELOPMENT PLAN
COMMUNITY RESPONSE

The Erlton Community Association has had considerable input into this Area Redevelopment Plan, as a member of the Erlton Community Planning Advisory Committee. Accordingly, we feel that, with few exceptions, we are able to endorse the Plan wholeheartedly, and encourage immediate implementation. The exceptions follow, in order of appearance in the Plan.

1.1. Overview of Study Area.

It is important to note that the terms 'North Erlton' and 'South Erlton' did not exist until the approval of the Inner City Plan in 1978. Up to that time, the entire neighborhood of Erlton was a community of tree-lined streets, well-maintained houses and manicured gardens. The population was predominantly senior citizens, many of whom had lived in the Community for forty years or more. The Community fought hard with the Planning Department, during the preparation of the Inner City Plan, to achieve 'Conservation' status for the entire community, appropriate to the existing ownership patterns at that time. The Planning Department initially recommended massive upzoning for the entire area, in order to serve the proposed LRT station. This station was, in the Community's mind, of little

value to the residents of Erlton, due to the close proximity to the downtown core. We believed, in fact, that we were being made a sacrificial lamb for the LRT, to supply housing for a station that was really there to serve the Stampede Grounds. A compromise was made, and Erlton was divided into two areas, North, with high density, and South, with a conservation designation. It was only because of the high calibre of the development proposal for North Erlton, prepared with our involvement by the subsequent owners, Richards/Sutter Hill, that the 'split' in the Community became a positive factor to the growth of Erlton. Should this development not proceed, we fear that the division could have disasterous effects on the community.

1.2. Key Issues Affecting the Erlton Community

1.2.2. 26th Avenue Connector

The Erlton Community Association is diametrically opposed to the construction of a 26th Avenue Connector in the Community. The impact of a diamond interchange at the intersection of 25th Avenue and Macleod Trail will be so great that the Community, already divided by the Inner City Plan and subsequent halt to North Erlton development, could not survive. A raised roadway in this location would necessitate the elimination of essential housing at the Macleod Trail edge, eroding into the heart of the conservation area. Furthermore, the interchange would encourage the upgrading of 25th Avenue west of Macleod Trail to a point that would cut off entirely any neighborhood connection between North and South Erlton. We feel that our Community, as well as the road systems

in general, are coping quite well with the impact of the redesigned Macleod Trail and the Saddledome, which, during Stampede Week, do not generate traffic levels beyond control. To this end, we object to the construction of a 26th Avenue Connector, and accordingly object to its inclusion in the ARP.

1.2.3. Sound Attenuation Along Macleod Trail

We do not feel that it is reasonable for the developer of a 25' or 50' lot to bear the costs of sound attenuation along Macleod Trail. (The original concept in the Plan assumed a single developer for the entire strip along Macleod Trail, however the drastic change in development potential has left a situation more suitable to individual lot redevelopment). As well, the LRT South Corridor Land-Use Study, as approved by City Council in 1980, contained an amendment requiring sound attenuation along Macleod Trail to be a part of the cost of the Macleod Trail upgrading. We ask, therefore, that a time frame and budget be established for installation of appropriate sound attenuation measures by the City of Calgary.

1.2.4. Non-Residential Land Use in South Erlton

We are particularly concerned by the continued pressures of the Jewish Cemetary to expand in our Community (existing Site 5). We wish the plan to be emphatic about the refusal to allow any reclassification of land from residential use to cemetary use.

2.3. Transportation

2.3.2.2.
Road closures of 27th and 28th Avenues must be implemented by the City, in a permanent, landscaped fashion. Not only is it unreasonable for a single-lot developer to bear these costs, the amendment to the LRT South Corridor Land-Use Study, approved by City Council in 1980, recommended these closures as a City project. If the costs associated to close the adjacent lanes is too great, these can remain open to Macleod Trail. We believe that the costs to close the roads themselves does not require land purchase, and therefore a budget and time frame should be established for the implementation of these road closures.

We wish to thank sincerely the individuals involved in the preparation of this Area Redevelopment Plan, one which we believe will serve as a model of successful community, developer and City cooperation. Erlton is an unusual community in the City; close-knit, with a variety of resident groups, in an extremely small and insular area. The dramatic hillside landscape, bordered on the east by Macleod Trail, and on the West by the Elbow River, has provided for over eighty years a unique framework for inner-city, family oriented housing. We lok forward to the future that this Area Redevelopment Plan will generate for our Community.

THE ERLTON COMMUNITY ASSOCIATION